

In spite of the natural zoning which has occurred with similar, compatible uses being located together, there are some sections in which businesses and industries have been located in residential areas creating undesirable conditions such as noise, increased traffic, air pollution, decreased property values, etc. or where residences have located in commercial or industrial areas creating pockets of inefficient "dead" space. The area along both sides of Endor Street and Lee Avenue between the Courthouse and the Seaboard Railroad is an example of this as is the area across Hawkins Avenue from McCracken Heights; in both cases a sort of "no man's land" has been created.

Good land development practices have been ignored in many areas as demonstrated by the following inadequacies.

1. Small, isolated lots have been sold in the middle of large, vacant land parcels with no reference to an over-all subdivision plan.
2. Small odd shaped lots have been left over after street openings or land sales and cannot be properly developed.
3. Lots have been sold which have no direct access to public streets.
4. Buildings have been constructed on lots with no regard being given to their location in relation to surrounding property or street lines or other buildings.
5. Streets have been established which have inadequate rights-of-way, improper alignment (horizontal and vertical curves and tangents), and frequent changes in width with proper street design standards being disregarded.

The island created by the Atlantic Coastline Railroad and its sidings, Endor Street, and the Seaboard Railroad is a good example of an area where poor land subdivision practices have prevailed.

Areas where the problems are less obvious are the subdivisions of small lots which have been developed using wells and septic tanks to serve individual houses and where soil and ground water conditions have later been found to be unsuitable for such development. Health hazards have been created and the individual house purchaser's money wasted.